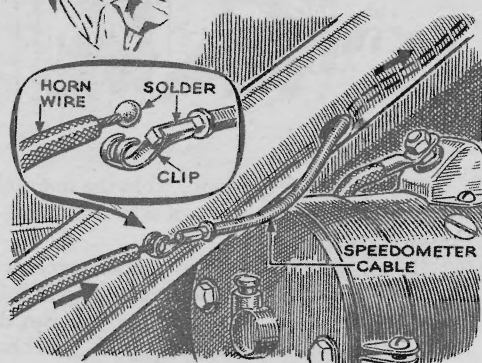


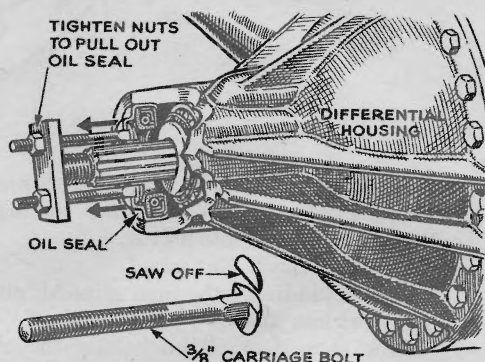


Hints from the Model Garage

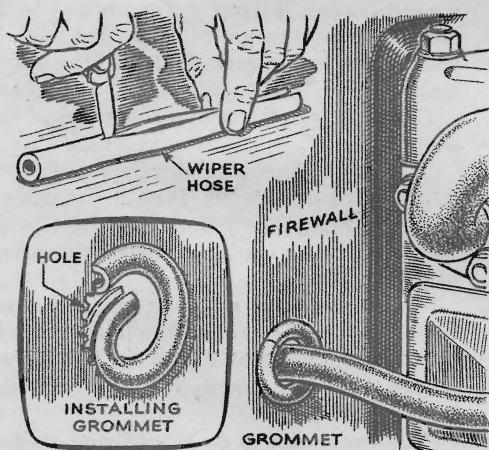


Speedometer Cable Fixes Horn.

A good way to replace defective horn wiring is reported by Lester L. Haberman, of Hartford, Conn. Instead of fishing wire through the steering column, he uses a broken piece of speedometer cable as a leader. A bent clip soldered to the end, small enough to pass through the hole in the column, hooks the horn wire to pull it through. A blob of solder on the tip will engage it securely.

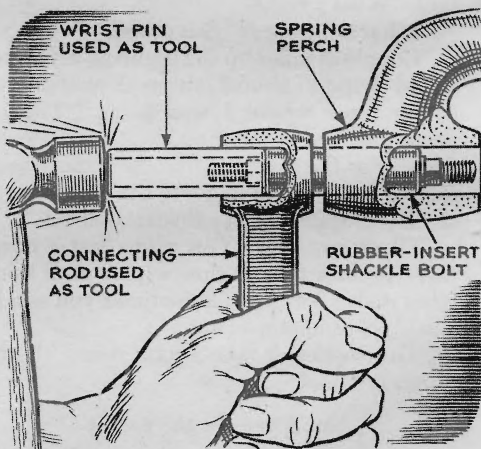


Bolts Pull Oil Retainer. The oil seal on the differential housing of one Plymouth seemed to be in for good, but Stanley T. Lusas, Woodbury, Conn., found a way out. Sawing a flat on two 3/8" carriage bolts, he was able to slip the altered boltheads into the groove from which the felt ring was removed. By alternately tightening nuts against a simple bar yoke, he drew out the seal. Different bolts may be needed on other cars.

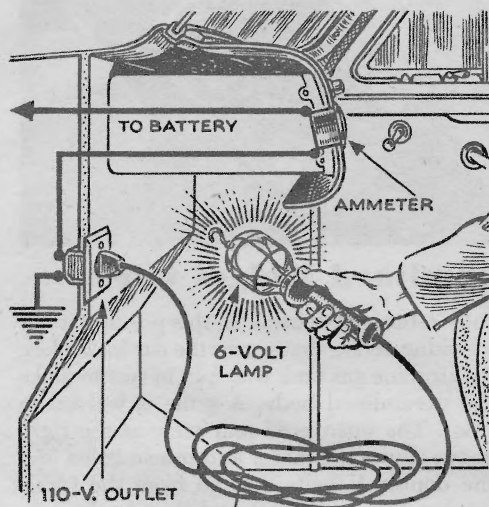


Grommet Guards Heater Hose.

In making a hole in the firewall for heater hose you may have to drill a circle of holes and chisel out between them. Protect the heater hose from the jagged edges by slitting a piece of windshield-wiper hose and cementing it around the rough inside edge.

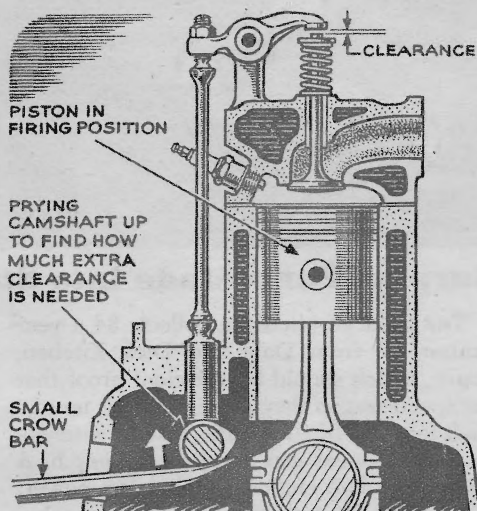


Wrist Pin Drives Shackle. When installing rubber-insert shackle bolts, George Pedley, of N. Grosvenordale, Conn., uses two other parts as tools. A wrist pin, annealed by heating, is employed for driving the bolt, and a connecting rod is used as a guide to keep the rubber from expanding.



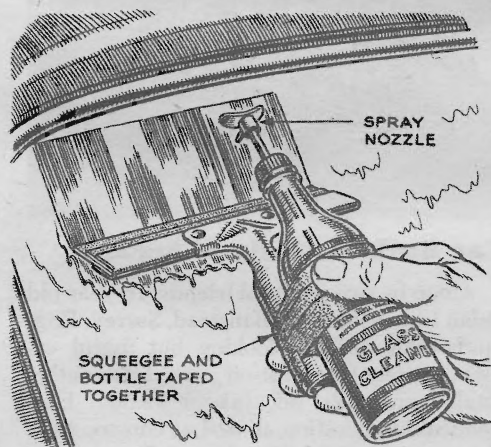
Trouble Light Doubles in Car.

One extension cord kept in the car is always available for use as a trouble light with the accessories added by W. M. Dierks, of Chicago. He installed a standard 110-volt outlet in the car, wiring it from the ammeter to ground. At the other end is a 6-volt bulb with a standard screw base. For use on house current it is only necessary to replace the bulb with a 110-volt one.



Wear Alters Clearance.

Worn camshaft bushings may cause burned valves by reducing the apparent tappet clearance. Caral Lee, of Weld, Me., suggests this test for Chevrolets: Set the No. 1 tappet, remove the fuel pump, pry up the camshaft, and recheck the clearance. Since the camshaft tends to ride at the top of its bushings during rotation, the measured difference should be added to the normal clearance.



Unit Windshield Cleaner. Tape a rubber squeegee to a bottle of glass-cleaning fluid fitted with a spray nozzle, writes Sally Mills, of Syracuse, N. Y. When the windshield needs cleaning you only have to dig out the one unit to spray the fluid and wipe it off immediately.



Stool Built of Brake Drums. One mechanic made his job easier by welding two discarded brake drums together. Four casters on the bottom and a sheepskin buffing pad on top make it a serviceable rolling stool. It's particularly good for jobs for which you'd ordinarily have to kneel.